

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

Member of the public

Please select the category which best describes your organisation

No Response

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I would like this response to be anonymous (the response may be published, but no name)

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

Page 7: Your views on the proposal

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Fully opposed

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Please explain the reasons for your response

Modern cars have far shorter stopping distances than those in existence when the 30mph limit was applied: most are now capable of stopping from 40mph in much shorter distances than car built 20 years ago could stop from 30mph. (See data from www.trlco.uk) Education of pedestrians and cyclists would result in safer roads, indeed mandatory use of helmets for cyclists would be a far better policy to pursue.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Please explain the reasons for your response

As per earlier response, there are far better ways to improve road safety.

Q3. What do you think would be the main advantages, if any, of the proposal?

None: likelihood of improving safety is minimal, increased frustration with drivers.

Q4. What do you think would be the main disadvantages, if any, of the proposal?

Frustrated drivers, increased journey times, increased legislation, increased workload on already over-stretched police to enforce.

Q5. What other measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads, for example in relation to advertising signage and police enforcement.

The bill makes no logical sense so I can see no reason to proceed with advertising etcetera: far better options available for improving road safety. This bill would, I believe, prove very expensive to push forward.

Page 12: Financial implications

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government	X					
Local Authorities	X					

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

Motorists	X					
Other						X
Police Scotland						

Please explain the reasons for your response

Increased cost in replacing signage, adding new signs, advertising, adding cost to police, councils and government. Increased cost to motorists through longer journey times; fuel saving between 20mph and 30mph is negligible and, in many cases where a lower gear is required to sustain 20mph rather than 30mph, increased fuel cost (and pollution).

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

None

Page 14: Equalities

Q8. What overall impact is the proposed Bill likely to have on the following protected groups (under the Equality Act 2010): race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity?

Neutral (neither positive nor negative)

Please explain the reasons for your response

Not applicable: bill will affect all in the same way.

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

N/A

Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

No

Please explain the reasons for your response:

No, the bill is a retrograde step to which I can see no positives, only negatives.

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

As per previous responses, the bill is illogical and the time and money could be better spent in other ways to improve road safety.